Road Safety

387. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the names of the members of the National Road Safety Council;

(b) the details of funds spent on road safety programmes in 1990-91 and so &r in 1991-92;

(c) the reasons for giving low priority to safety in transport; and

(d) the details of the steps proposed to be taken Jjy Government in this regard.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The National Road Safety Council was constituted with official Members on 16th May, 1991. The details of the official Members of the Council are given in Statement-I *(See* below) No decision on nomination of non-official Members has been taken.

(b) An amount of Rs. 16,92,710/-was spent for furtherance of road safety programmes during 1990-91, an amount of Rs 13,46,825/- has so far been spent during the current financial year.

(c) No, Sir. The Government has not given low priority to safety in transport.

(d) The measures already taken and/ or proposed to be taken by the Central Government as well as the State Govem- are detailed in Statement-ll.

Statement-I

Names of the Members of the National Road Safety Council

S. No.	Particulars	Official/ non-official	No.	Brief Remarks
1	Union Minister for Surface Transport	Chairman	1	Union Minister for Surface Transport.
2	Minister in charge of Road Transport in the States/UTs	Official	32	Every alternate year as per-appendix.
3	Director General of Police of all States/UTs	Official	32	
4	Representatives of Central Ministry/Department	Official	9	(i) Ministry of Home Affairs (ii) Human Resource Development (iii) Tourism (iv) Railways (v) Urban Development (vi) Deptt. of Chemicals & Petrochemicals (vii) Deptt. of Expenditure (viii) Deptt. of Industrial Development and (ix) Planning Commission
5	DG (RD), Ministry of Surface Transport	Official	1	Roads Wing
6	Member Secretary	Official	1	Joint Secretary (Transport)

Ministers in charge of Road Transport and Director General of Police

1st Year Member	2nd Year Member
1. Andhra Pradesh	1. Assam
2. Bihar	2. Gujarat
3. Haryana	3. Himachal Pradesh
4. Jammu and Kashmir	4. Kamataka
5. Kerala	5. Madhya Pradesh
6. Maharashtra	6. Manipur
7. Tamil Nadu	7. Nagaland
8. Uttar Pradesh	8. Punjab
9. Rajasthan	9. West Bengal
10. Orissa	10. Tripura
11. Meghalaya	11. Sikkim
12. A and N Islands	12. Mizoram
13. Chandigarh Adam.	13. Goa
14. Delhi Admn.	14. Arunachal Pradesh
15. Lakshadweep	15. Daman and Diu
16. Pondicherry	16. Dadra and Nagar Haveli

Statement-ll

The Steps taken/being taken by Contoral Government and State Governments inctuds—

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter equirements in respect of insurance of driving licences, and stringent penalties for offences.

2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.

3. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.

4. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.

5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.

6. It is prescribed that road safety devices would be fitted in the vehicles viz. direction indicators with blinker system for vehicles, special labels on carriages carving dangerous or hazardous goods.

7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

8. Strict and rigid enforcement of traffic rules and regulations.

9. Regular special drive against rash and negligent driving, driving without driving licences, drunken driving, defective headlights, over-speeding, over-loading etc.

10. Regular prosecution of violation through issue of notices.

11. School children are regularly im parted necessary trainng/education in the schools about the rules of

the roads and related safety aspects by the road safety cell of Delhi Traffic Police.

12. Introduction of blinkers/signals at accident prone areas.

13. Prosecution through Radar Guns.

14. More police presence in accident prone areas.

15. Special morning drives and night mobile patrolling.

16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.

17. Painting of bus boxes, yellow boxes.

18. Special night checking on High-ways.

19. Special drive against buses, HTVs, TSRs, Taxis etc.

20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

दिल्ली परिवहन निगम में आवश्यकता से अधिक संख्या में कर्मचारी

388. श्री राम जेठमलानी :
सरदार जगजीत सिंह अरोड़ा :

क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 6 फरवरी, 1992 के "इंडियन एक्सप्रेस" में "सरप्लस स्टाफ इन टी०डी०सी० चोन्ट बी सैक्ड" शीर्षक के प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) यदि हां, तो क्या यह सच है कि दिल्ली परिवहन निगम में आवश्यकता से अधिक संख्या में कर्मचारी हैं ;

(ग) यदि हां, तो उनकी श्रेणी-वार संख्या कितनी-कितनी है;

(घ) क्या सरकार ने भविष्य में उनकी सेवाओं का उपयोग करने के लिये कोई कार्यक्रम बनाया है ; और

(ङ) यदि हां, तो इस संबंध में ब्यौरा क्या है

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) और (ख) जी, हां ।

(ग) वर्तमान मानदंडों के अनुसार दिल्ली परिवहन निगम में संवाहकों की श्रेणी में 2336 कर्मचारी अधिशेष हैं । इन मानदंडों की समीक्षा की जा रही है ।

(घ) और (ङ) यह निर्णय लिया गया है कि दिल्ली में 3000 बसों के लिये स्टेज कैरिज परमिट दिये जाने की स्कीम के कार्यान्वयन में सहायता करने के लिये दिल्ली प्रशासन को अधिशेष स्टाफ में से तथा अपेक्षित स्टाफ सुलभ कराया जायेगा ।

Bus fleet in Delhi.

389. SHRI V. NARAYANASAMY:
KUMARI ALIA:

Will the Minister of SURFACETRANS-PORT be plersed to stale:

(a) whether Government prcpcse to ply more than 3000 private buses in Delhi to meet the demands of the ccmmuters in the Capital;

(b) if so, the guidelines fixed there for, the number cf applications received so far and by when a final decision is likely to be taken in the matter;

(c) whether routes and fares for these buses are proposed to be fixed by DTC and all pass holders allowed in these buses ;

(c) if not, the reasons therefcr;

(e) whether the schcme is being delayed due to interference by cemir vested interests: and

(f) if so, what, action Goverment are taking to ply additional buses in Delhi immediately?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):
(a) The Delhi Administration have a Scheme to ply 3000 private buses in Delhi.